



Today's  
Advertisements.THEATRE ROYAL,  
CITY HALL.THE HONGKONG  
AMATEUR DRAMATIC CLUBWILL GIVE TWO PERFORMANCES OF  
"THE DUCHESS OF BAYSWATER AND CO.""A PANTOMIME REHEARSAL,"  
TO-NIGHT,  
(SATURDAY), the 19th February, 1898.MONDAY, the 21st February, 1898.  
Performance each night at 9 P.M. precisely.PRICES: .....\$1, & \$1  
Half price to the Pit for Soldiers, Sailors, and  
Police in Uniform.SEATS can be booked at the THEATRE on  
and after MONDAY, the 14th February.  
Booking Office open from 10 A.M. to 4 P.M.  
(On Race Days the Office will CLOSE at 2 P.M.)  
Late Trains quarter of an hour after fall of  
curtain.E. W. MITCHELL,  
Hon. Secretary.  
Hongkong, 19th February, 1898. [216]

## GOVERNMENT NOTIFICATION.

No. 74.

THE following TELEGRAM is published.

By Command,  
J. H. STEWART LOCKHART,  
Colonial Secretary.  
Colonial Secretary's Office,  
Hongkong, 17th February, 1898. [275]

"TOKIO, 14th February, 1898.

"Medical inspection enforced against  
all arrivals from FORMOSA from  
10th instant."

"SWATOW."

GEO. FENWICK AND COMPANY,  
LIMITED.THE NINTH ORDINARY GENERAL  
MEETING OF SHAREHOLDERS will  
be held in the HONGKONG HOTEL on MONDAY,  
the 22nd February at NOON for the purpose of  
receiving the Report of the Directors, declaring  
a dividend, and electing Directors and Auditor.  
The TRANSFER BOOKS of the Company will  
be CLOSED from the 15th to 22nd February  
both days inclusive.

By order of the Board of Directors.

W. G. WINTERBURN,  
General Manager.

Hongkong, 19th February, 1898. [274]

CHINA NAVIGATION COMPANY,  
LIMITED.FOR SAMARANG AND SOURABAYA,  
via TILATAP.

THE Company's Steamship

"SHANTUNG,"  
Captain Frampton, will be despatched as above  
on MONDAY, the 21st instant, at Noon.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 19th February, 1898. [254]

CHINA NAVIGATION COMPANY,  
LIMITED.

FOR TAIWANFOO.

THE Company's Steamship

"KWEILIN,"  
Captain Harris, will be despatched as above  
on MONDAY, the 21st instant at 4 P.M.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 19th February, 1898. [266]

OCEAN STEAMSHIP COMPANY.

FOR LONDON, via SUEZ CANAL.

THE Company's Steamship

"NESTOR,"  
Captain Asquith, will be despatched as above  
on TUESDAY, the 1st March.  
For Freight, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 19th February, 1898. [267]

DOUGLAS STEAMSHIP COMPANY,  
LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"RAILOONG,"  
Captain Robson, will be despatched for the  
above Ports on TUESDAY, the 22nd instant,  
at Daylight.  
For Freight or Passage, apply to  
DOUGLAS LIPKAIK & Co.,  
General Managers.

Hongkong, 19th February, 1898. [273]

AUSTRIAN LLOYD'S STEAM NAVIGATION  
COMPANY.

NOTICE TO CONSIGNEES.

FROM KOBE.

THE Steamship

"AMPHITRITE,"  
having arrived, Consignees of Cargo are hereby  
informed that their Goods are being landed at  
their risk into the Godowns of the Hongkong  
and Kowloon Wharf and Godown Company,  
Limited, whence delivery may be obtained.  
No Claims will be admitted after the Goods  
have left the Godowns, and all claims must be  
sent in to the Undersigned before Noon on the  
26th instant, or they will not be recognized.  
No Fire Insurance has been effected, and any  
Goods remaining in the Godowns after the 26th  
instant will be subject to rent.  
Bills of Lading will be countersigned by  
SANDER & Co.,  
Agents.

Hongkong, 19th February, 1898. [248]

## TAKE NOTE

IT IS UNIVERSALLY ADMITTED THAT  
TO indicate the exact use of words, no  
DICTIONARY can compare with the New  
Edition of

WEBSTER'S DICTIONARY.

At the office of the Hongkong Telegraph you  
can see, and procure for SIX DOLLARS, a Copy  
of the Webster of Webster, the latest and most  
authoritative proof that Labor makes wealth.

## Intimations.

DAKIN, CRICKSHANK &  
COMPANY,  
VICTORIA DISPENSARY,  
HONGKONG.

## AERATED WATERS.

SIMPLE AERATED WATER.  
SODA WATER.  
LEMONADE.  
GINGER ALE.  
SARSAPARILLA.  
RASPBERRYADE, &c.DAKIN, CRICKSHANK & Co.'s WATERS are  
made under the constant supervision of a duly  
qualified English Chemist and will bear com-  
parison with the best English Manufactures.  
Special terms to HOTELS, CLUBS, MESSIES and  
other Large Consumers.  
Any complaints should be addressed to the  
Manager.

Hongkong, 1st March, 1897. [30]

## TO SUBSCRIBERS.

SUBSCRIBERS TO "THE HONGKONG  
TELEGRAPH" ARE MOST RESPECTFULLY  
REMINDED THAT ALL SUBSCRIPTIONS  
MUST BE PAID IN ADVANCE.A. S. WATSON & CO.,  
LIMITED.  
ESTABLISHED A.D. 1841.

## WINES &amp; SPIRITS.

ALL these are selected by our London  
House, bought direct at first hand, imported in  
wood and bottled by ourselves, thus saving all  
intermediate profits, and enabling us to supply  
the best growths at MODERATE PRICES.PRICE LISTS, with Full Details, to be had on  
Application.PORT after removal should be rested a month  
before use. When required for drinking at  
once it should be ordered to be decanted at  
the Dispensary before being sent out.SHERRY.—Excellent Dinner and After Dinner  
Wines of very superior Vintages. All are  
true Xeres Wines.CLARET.—Our Claret, including the lowest  
prices, are guaranteed to be the genuine  
product of the vines of the grape and are  
not a fictitious made from raisins and  
canebrake, as is generally the case with Cheap  
Wines.BRANDY.—All our Brandy is guaranteed to  
be pure Cognac, the difference in price  
being merely a question of age and vintage.WHISKY.—All our Whisky is of excellent  
quality and of greater age than most brands  
in the market. The SCOTCH WHISKY  
marked "E" is universally popular, and is  
pronounced by the best local connoisseurs  
to be superior to any other brand in the  
Hongkong market.We only guarantee our Wines and Spirits to  
be genuine when bought direct from us in the  
Colony or from our authorized Agents at the  
Coast Ports.

A. S. WATSON &amp; CO., LD.

THE HONGKONG DISPENSARY.

Hongkong, 8th December, 1897. [7]

## The Hongkong Telegraph

HONGKONG, SATURDAY, FEBRUARY 19, 1898.

## NOTES AND COMMENTS.

The partition of China is not progress-  
ing rapidly enough to appease the popular  
appetite for sensational news; but it must  
not be expected to proceed rapidly. It is  
a great affair, and may take years yet.  
But it is none the less certain—as certain  
as the old law, established ages before  
Darwin expounded it, that "they shall  
survive who can contrive, and they who  
cannot, die." China has hitherto survived  
solely because she contrived to delude Eu-  
ropean nations, making them believe that  
she was strong and that their interests  
were conflicting. The first of these fictions  
was dispelled by Japan; the second was  
shaken by the European Concert on the  
Cretan question, for though little was done,  
peace was at any rate preserved in a  
situation where war was thought to be  
absolutely inevitable.So, China can no longer keep up the  
façade. Russia has satisfied Great Britain,  
the United States, and Japan, that any port  
she acquires will be open to all. Germany  
says the same. France has not yet said  
so much, but France alone is unable to  
cause trouble. Britain has satisfied  
all the Powers that she will not annex  
any territory, so long as her com-  
mercial interests are untouched. All  
these declarations clear the way for the  
partition. It is not often that the world  
sees a mighty empire, the fabric of genera-  
tions, swept away in a year or two. If  
Rome could not be built in a day, it could  
not be destroyed in a day either. But  
there was this difference: the diplomatic  
savages who shook their mailed fists at  
Rome—BRESNAUS, HANNIBAL, ARTAXERXES  
and the rest—did not deny their intentions,  
whereas Russia, France, and Germany are  
fervently protesting friendship to China.It remains to be seen how much their  
protestations are worth. France has  
hardly a colony which she did not formally  
disavow the intention of seizing; and  
without wishing to be discourteous in re-  
gard to French assurances on the subject  
of Halan, we may say "We've heard  
that yarn before, many a time." So with  
Russia; we accept in "good faith" her as-  
surance that she will not take Port Arthur,and her further (and somewhat contradic-  
tory) assurance that when she takes it she  
will make it an open port—but we have  
seen Russia keep her promise, never to  
rebuild the forts and naval station at  
Sebastopol; never to put warships in the  
Black Sea; never to send warships nor  
troops nor war stores through the Bos-  
porus; never to encroach on the Afghan  
frontier; never to meddle in Korea. And,  
having seen these things, we are left to  
rely on Russia's sincerity.If the partition of China had occurred  
at the beginning instead of the end of this  
century, there would have been very  
much less Russian and German and  
French land-grabbing. After Trafalgar,  
there was only one Naval Power in the  
world, and the military powers were in  
a most exhausted condition. Russia had  
not then established herself on the Pacific  
coast at all, nor France in Indo-China;  
while Germany could hardly be said to  
exist in those days. Thus, if the unwieldy  
and ill-united empire of China had been  
falling to pieces ninety years  
ago, Britain would not have been depend-  
ent on the goodwill of France and  
Russia for the preservation of her  
commerce in the East. We would  
not have been compelled to fall back on  
the poor consolation that "Russia has  
promised" to let us retain our rights in  
the open markets side by side with all  
nations. Had our naval supremacy now  
been as it was in 1807, we would not have  
had to ask any Power's wishes about the  
Korean customs, the opening of Tien-  
tan, the granting of railway rights, nor  
the establishing of foreign fortresses com-  
manding our commerce on the China coast.  
No Government in the world would, in  
1807, have thought of sending out war-  
ships, to line up in front of the British fleet  
and measure strength. But now, we have  
fallen so low that our enemies constantly  
amuse themselves by arranging new com-  
binations with which they threaten to  
overpower us. And the danger-line is so  
near, that we are glad to say "War is  
wicked; let these people have their wish;  
if we sacrifice the whole world, we may  
have peace, and the world is nothing to  
us."A Havas telegram says that Prince  
HENRY OF ORLEANS, like his Prussian name-  
sake with the mailed fist, has been making  
theatrical after-dinner speeches on the eve  
of departure on a wonderful expedition.  
The French filibuster is going to Abyssinia,  
intending to extend French influence from  
that country right across to the French  
Soudan and Niger protectorate, thus cut-  
ting off the British in Egypt from Uganda  
and the Lake District. He declares that  
"the French flag will soon float on the  
Upper Nile." Possibly it may; it floats  
without hindrance all over the British  
empire, as long as its bearers behave  
themselves and interfere with nobody. In  
Hongkong, for instance, there are several  
flourishing business offices, and frequent-  
ly steamships in the harbour, besides the  
Consulate and war vessels, flying  
the French flag. In that sense,  
the prophetic utterance of Prince Henry  
or ORLEANS may come true, and nobody  
will complain; where the British flag flies,  
all others are welcome. "Long may she  
wave!"But we have a dim idea that M.  
D'ORLEANS does not mean that. He does  
not mean to hoist the tricolour (or, should  
it be the fleur-de-lis?) purely as a visitor  
and friend. He probably intends hoisting  
his flag to the exclusion of others. In fact,  
he is on a "mailed fist" expedition too.  
He will do well to avoid running up  
against the hob-nailed boot of M. JEAN  
BOULE. According to reports published  
in Paris, French emissaries from Central  
Soudan have already penetrated to  
various points not far from the Nile. It is  
somewhat astonishing that they have so  
much audacity, and so much confidence in  
French forbearance. However, the whole  
effect of this mad French move cannot be  
anything serious. Half a dozen or half a  
hundred Frenchmen can do little or  
nothing in that desert. They cannot  
supply arms to the Dervishes in the desert  
at such an immense distance from any  
port; they cannot teach the fierce  
"Fuzz-wuzz" to fight better than he  
already does with what weapons he has;  
they cannot obtain the support of the  
French Government. If the opera-bouffe  
prince is not content to be a visitor on the  
Nile, if he really persists in desiring to  
rule, he must find some means of obtain-  
ing an appointment under the Khedive's  
Government; and he is scarcely likely to  
do that. If, on the other hand, he hauls  
up any colours in opposition to the Egyp-  
tian authorities, the only "floating on the  
Nile" that he or his flag will do will be  
in the role of the drowned rat.We trust it is understood that there  
is no ill will on our side; quite the contrary.  
But in case our Tonkin contemporaries  
should feel hurt, we request them to  
observe that the very same paper which  
contains the Havas telegram above  
quoted, contains also this deadly parallel—FRANCE. BRITAIN.  
Number of Colonies..... 43 43  
Area, sq. mi. 1,000,000 1,000,000  
Population..... 10,000,000 10,000,000  
Cost per year, francs, 10,000,000 10,000,000That is the cost to the home taxpayers  
for colonial administration and defence.  
And look at the difference in benefits to  
the colonies themselves! We appeal to  
our French friends—would it be good for  
human progress that Prince HENRY should  
rule the Upper Nile?Not that we are hostile to French  
aspirations, nor inimical to French  
interests; but we know that French colonies  
never repay to British commerce the  
courtesies and privileges accorded by  
British colonies to French commerce, and  
to all.

## REUTER'S MESSAGES.

THE EXPLOSION ON THE U. S. S.  
"MAINE."LONDON, February 17th.  
The death-rolle of the explosion on board the  
U. S. S. *Maine* amounts to 253 men and two  
officers. It is officially declared at Washington  
that the explosion was purely accidental. Spain  
has expressed her sympathy.

## LOSS OF A FRENCH LINER.

The French Trans-Atlantic steamer *Flacat*  
has been wrecked at Tenerife. Forty-nine  
passengers and 38 of the crew were drowned  
and fourteen saved.THE DREYFUS CASE—SENSATION IN  
PARIS.General Failloux produced an intense sensa-  
tion at the Zola trial when he declared that the  
evidence for the defence was calculated to disturb  
the confidence of soldiers in their leaders, and  
that the day of danger was perhaps nearer  
than was supposed. This statement is regarded  
as mainly intended to influence the jury and the  
country to prevent the re-opening of the case  
against Captain Dreyfus, the illegality of whose  
conviction upon secret documents is becoming  
generally recognized.DEATH OF A JAPANESE  
PRINCESS.The Japanese Consul, Mr. R. Uyeno, court-  
eously informs us that late last night he received  
the following telegram—  
Her Imperial Highness Princess Yamashina  
died on the 17th February. The Court goes into  
mourning for five days. The date of the funeral  
will be announced later.[The Princess was the wife of Prince Akiri,  
present head of the house of Yamashina, an  
adopted brother of the Emperor and eighth son  
of Prince Fushimi Sadayoshi.]

## LOCAL AND GENERAL.

The buying rate for sovereigns is \$10.65 per £.

Li FUX, whose trial for stealing \$20, was pro-  
ceeding at the Assizes, when we went to press  
last evening, was found guilty and sentenced to  
twelve months' hard labour.ALL the British warships in port were flying  
their ensigns at half-mast yesterday and to-day  
out of respect to the men and officers killed in  
the explosion on the U. S. S. *Maine*.FOR recklessly running a rubbish cart down  
Centre Street this morning, six coolies were  
fined \$1 each and ordered to pay twenty-five  
cents each to a woman whom they had knocked  
down.A WOMAN named Elizabeth Watts, only twenty-  
eight years of age, was charged recently at the  
South Western police-court, London, for the  
two hundred and twenty-fourth time for drunken-  
ness and disorderly conduct. Every effort has  
been made to reclaim her. She was sentenced  
to one month's hard labour. Her record easily  
beats even that of the celebrated Jane Cak-  
bread who also scored in three figures.ON Monday afternoon on the Happy Valley in  
the second round for the Hongkong Football  
Challenge Shield, the H.K. Football Club will  
play Kowloon. Kick-off at half-past four. The  
Club team will be—P. G. Davies, R.A., goal;  
W. D. Mayson and C. T. Kw, backs; H. W.  
Slade, H. Plockney and H. W. Looker, halves;  
E. F. Mackay, J. F. Noble, A. S. Anton, F. H.  
Kew and H. S. Moberley, H.K.R., forwards.  
The Kowloon team will be—Barrel, goal;  
Lapsley and Dyer, backs; Ritchie, Wilson, and  
Smillie, half backs; Barlow, Gow, Duncan,  
MacSwayed, and Yale, forwards. Referee—  
Mr. J. W. L. Oliver.THE four-masted schooner *Volunteer*, after beat-  
ing round outside of the San Francisco bar for  
fourteen days, reached port lately from Iquique  
with a cargo of nitrate. On board the ship had  
an individual who in September last passed for  
Peru to escape the wrath of a young lady in  
Hogwarts, who insisted on marrying him. It  
was his intention to reach the gold mines of  
Bolivia and there make a fortune and fly to some  
more congenial clime. He found that the re-  
ports of Bolivia's gold mines were not nearly so  
rosy in Peru as at Gray's Harbour and gave up  
that part of his project. He then tried to make  
a living in Peru, but that was also a failure and  
in desperation, he worked his passage back to  
civilisation on board the *Volunteer*. The rest  
of the crew went ashore but he remained on-  
board and at the approach of every boat hid him-  
self away in the galley. One boat, containing  
the wife of a ship's captain, so scared him out  
of his hiding place to attend to some duties round  
the schooner.THE *Saturday Review* has this to say of Lord  
Salisbury's foreign policy:—"In his recent de-  
fence of the Foreign Office Mr. Curzon stated  
that foreign critics were unanimous in describ-  
ing the recent foreign policy of England as  
automatically astute, selfish, and successful.  
Even if the facts were as Mr. Curzon stated, the  
argument would have little or no weight. One  
party to a bargain often speaks of the other as  
astute and selfish in order to induce him to relax  
a little of what may be just demands. But, in  
this case, Mr. Curzon's statement itself needs  
revision. For example, Herr von Brandt, the  
former German Minister to China, has just pub-  
lished a book, entitled *Three Years of East  
Asian Policy 1894-1897*, and this is what Herr  
von Brandt says of that foreign policy which  
seems to Mr. Curzon so unassailable:—"Of Eng-  
land's little more can be said than that her policy  
in East Asia has been vacillating, and that she  
has only been consistent in courageously with-  
drawing before the onward pressure of Russia  
and France. Her only success, the opening up  
of the West River, is the result of ten years of  
effort, and it is incomplete, because the river  
ought to have been opened up as far as Nan-  
king, and a railway ought to have been  
made."P.C. HAMMOND brought a very flagrant case of  
over-crowding a launch before the Magistrate's  
notice to-day. It seems that on the 17th inst.  
the launch *Shan Lee* was engaged carrying  
passengers from West Point to Wanchai for the  
race. The officer was struck by the crowded  
state of the vessel and he found that her proper  
complement was 91 passengers, and that she had  
183 on board, an excess of 92. Mr. Wodehouse  
inflicted a fine of \$50 on the master of the  
launch.MESSRS. BENJAMIN, KELLY AND POTTS, in their  
*Weekly Share Report*, dated Hongkong, Friday,  
18th February say—Owing to our annual  
Race Meeting, business has been practically  
suspended, and rates are all more or less of  
a nominal nature. Hongkong and Shanghai  
Banks are steady at 173 per cent premium ex-  
the final dividend of £1.55, per share paid on  
the 14th instant; for March, sales have been  
effected at 186 per cent premium dividend.  
Nationals have changed hands at \$183. Marine  
Insurance.—With the exception of a sale of  
Unions at \$223 there is no business to  
report in stocks under this heading. Hongkong  
Fires are steady at \$372. The Company will  
pay a dividend of \$167 per share. China Fires  
are engaged for at \$107. Hongkong, Canton  
and Macao Steamboats have been sold at \$264  
and \$268. China and Manilla are very firm  
with buyers at \$76. Douglas Steamships are  
steady at \$58. China Sugars continue in demand,  
and business has been effected at \$170 and \$171.  
Lurons are obtainable at quotation. Panjoms  
have suffered a slight decline, and have been  
sold at \$55. Charbonnages have been done at  
\$42. New Balmorals have been taken off  
the market at \$1.40 and \$1.50 for the Ordinary  
and Preference respectively. Raubs can be  
placed at \$212. Olivers are quiet and are  
obtainable at \$71. Hongkong and Whampoa  
Docks are steady at 238 per cent premium.  
Hongkong Land have been sold at \$75 and are  
still engaged for. Cotton Mills remain quiet  
with no business to report. A. S. Watsons have  
been sold at \$12. Ropes changed hands at  
\$174 and are still obtainable. Tobacco have  
been placed at \$2.A SHAMAN named Thos. H. Goy was conveyed  
before Consul-General Goodnow in the U.S.  
Consulate at Shanghai on the 17th inst., on a  
charge of setting fire to the sailing ship *Luzon*,  
loaded with kerosene. His Honor, in remem-  
bering the prisoner, said that the fact that prisoner  
had pleaded guilty made it only necessary for  
the Court to consider the length of the sentence  
to be imposed, and in determining that His  
Honor was governed almost entirely by the  
danger to human life involved in the attempted  
crime. The attempt to set fire to the ship was  
made after midnight when 17 men were asleep  
on the ship. The ship was an old wooden ship  
and would burn like a match box. She lay in  
such a position in midstream and the tide was  
running so swiftly at that hour that it would  
only be by an accident that any one of the 17  
could gain the shore in safety. They would  
only have the choice between burning and  
drowning. The prisoner had no cause of com-  
plaint against the officers, no cause against his  
shipmates, except petty quarrels which amounted  
to nothing; he had not been drinking, nor even  
spending his evening in the bad influences of a  
saloon. On the contrary he had spent his even-  
ing at a Mission meeting surrounded by its  
good influences. From that meeting he went  
deliberately and maliciously and by this at-  
tempted crime was as guilty of attempted murder  
as though he had gone into their cabins  
killed in blood. The only mitigating circum-  
stance, and that was a very small one, was that  
the prisoner became frightened for his own  
worthless life and notified the mate that the  
ship was on fire. The Court was determined  
that in the sphere of his influence such reckless  
disregard of human life and valuable property  
should not pass without adequate punishment,  
and he sentenced the prisoner to be confined  
for 2 years in the Consular Gaol, with hard  
labour.

## CANTON.

SENSATIONAL REPORTS AT HEAD-  
QUARTERS.FRENCH AND GERMAN CLAIMS IN  
KWANGTUNG.

(From our own Correspondent.)

CANTON, February 17th.

From inside sources, in which I am convinced  
the greatest reliance can be placed, I hear that  
the Viceroy has received very alarming news,  
pertaining to Britain as well as to China. It is  
officially reported in confidential despatches to the  
Viceroy that a French squadron is assembled in  
Kwang-chong Bay, Lin-shan Peninsula, opposite  
Hailan. This is a magnificent harbor, reaching  
well sheltered, and good anchorage; Hailan  
itself has only small and poor anchorages. It  
would be a fine place to fortify, and its strategic  
position between Hongkong and Tonkin is  
remarkably good. I cannot ascertain how many  
French vessels are there, nor what they are  
doing; but they are there, presumably not alone  
for the good of their health. The report goes  
as far as to say French troops have been landed  
in the bay; but this is the sort of report that is  
usually untrue. If troops had been really landed,  
the report would have included a battle!  
It is certain that there has been a good deal  
of activity in French military circles in  
Tonkin lately; I see from a French paper  
that 7000 troops (presumably half of them  
natives) are now held in constant readiness  
for any emergency. Of course it does not  
follow necessarily that any emergency will arise;  
but there are the facts, and I have reasons to  
give them a pessimistic or optimistic interpreta-  
tion at will. Personally I always "hope for  
the best but prepare for the worst."

## THE KEROSENE QUESTION.

The German Consul here has lodged with  
the Viceroy a claim for \$100,000 on account  
of a wrongful seizure of kerosene. The  
kerosene was the property of a German,  
and was going up one of the innumerable  
creeks in the Delta, to Shantung, near  
Canton. There were several boat-loads of the  
oil, and the boats got separated a little on the  
voyage, as they were not being towed by a  
launch at the end of the rope, and the journey is  
about 200 miles. The Lin-shan authorities seized  
the cargo, on the pretext that it should under the  
Treaty arrive all together, though of course  
the real reason for the seizure is that the  
officials are determined to kill the transit-trade  
in kerosene and firmly establish their  
monopoly.

## A GOOD EXAMPLE.

The prompt action taken by the German  
Consul is commendable. It is all very well for  
you to see at Kaiser Wilhelm and his "mailed  
fist," but he has set an example which would be  
well worth imitating, in the interests of China as  
well as of other powers. The Kiao-chow ex-  
pedition marks the inauguration of a new regime  
in China. China needs sharp treatment.  
The Chinese, individually and collectively,  
require to be impressed forcibly before they will  
learn. In the days when Britain used to bomb-  
ard Canton, Taku, and other places every now  
and then, and sack Peking Palace, and  
generally apply (as you called it a few days  
ago) the hob-nailed boot as Germany is now  
applying the mailed fist, China improved won-  
derfully in a few years. But these meth-  
ods have become discredited, and the advent of  
Stolte's Diplomacy. Now Germany is reviving  
the Kaiser and his brother did bluster  
and bounce a bit too much over their after-  
dinner wine, and it is all right to laugh; but the  
main point is the action. Germany sets the  
pace now; who will follow? Time was when  
England did not follow, but led. We do not  
lead in this game now; we may follow suit  
—or throw away our opportunities and lose the  
game. Our trade is hampered enough; as Mr.  
Bryan says, "to look at foreign trade in Japan  
after seeing foreign trade in China is like com-  
ing out of Dartmoor prison into a London  
street." Now, let us back up the German  
Consul; let the U. S. Consul, in the interests of  
the American kerosene trade, also do his utmost;  
let there be three "mailed fists" thrust into the  
face of H. E. the Viceroy; and the result will  
be for the good of China.

## THE RACES.

STEWARDS.—His Excellency Vice-Admiral  
Sir Alex. Baller, K.C.B.; His Excellency  
Major-General Willson Black, C.B.; Commo-  
dore S. C. Holland, R.N., A.D.C.; Lieut.  
Colonel The O'Gorman, C.S.O.; The Hon. J. J.  
Bell-Irving; C. F. Harten, Esq.; The Hon. C. P.  
Chater, C.M.G.; T. Jackson, Esq.; D. Gilles,  
Esq.; The Hon. F. H. May, C.M.G.; R. M.  
Gray, Esq.; The Hon. T. H. Whitehead; M.  
Grote, Esq.

CLERKS OF SCALES.—The O'Gorman.

JUDGES.—Mr. C. F. Chater.

STARTER.—Mr. M. Grote.

2ND STARTER.—Mr. D. Landale.

HON. TREASURER.—A. Curtis, Esq.

CLARK OF THE COURSE.—T. F. Hough, Esq.

## OFF-DAY.—SATURDAY, 19TH FEBRUARY.

The races were not so kind to the Jockey Club  
to-day when the off-day's races took place. The  
constant drizzling rain made it most miserable  
for any kind of outdoor sport and the course  
was horribly sloppy and heavy. A wag  
suggested that the name of this day should be  
changed this time to the "Off-day" and we  
don't think he was far out along there. The  
weather undoubtedly affected the attendance  
very appreciably and few save the keenest of  
sportsmen got much pleasure out of their visit  
to the course.

The results of the races were—

The "BEXHORN" Cup, presented; second  
pony to receive 70 per cent of the amount  
lost; third 50 per cent; for all beaten  
subscription griffins of this season, 1897-98;  
placed ponies penalised 7 lbs.; entrance \$10.  
One mile.White Heather, 1st 5lb.; Mr. Davis &  
Carter, 1st 10lb.; Mr. Burkill &  
Cassidy, 1st 10lb.; Mr. Cox &amp



## Intimations.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SAGAMI MARU	SHANGHAI, JINSEN, SHIMO-NOSEKI and KOBE	SUNDAY, 20th February, at Daylight.
TOKIO MARU	NAGASAKI, KOBE and YOKOHAMA	MONDAY, 21st February, at 4 P.M.
MATSUYAMA MARU	BOMBAY, VIA SINGAPORE (Transhipping Cargo for JAVA PORTS), and COLOMBO	WEDNESDAY, 23rd Feb., at Noon.
OMI MARU	SYDNEY and MELBOURNE, VIA THURSDAY ISLAND, TOWNSVILLE, and BRISBANE	FRIDAY, 25th February, at 4 P.M.

For further information as to Freight, Passage, Sailings &amp;c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,  
Manager.

Hongkong, 17th February, 1898.

16

## J.-J. CARNAUD, 3, rue d'Argout, PARIS

TIN BOXES  
STAMPED ARTICLES  
FORMILITARY  
EQUIPMENT

Apply to Messrs DODWELL CARLILL &amp; Co., Agents for M. OPPENHEIMER &amp; Co., Paris.



## SELANGOR GOVERNMENT.

TWO APOTHECARIES are required in the Medical Department. Salaries \$100 and \$90 a month respectively, with furnished quarters free of rent.

Applicants must possess a Registered Certificate of qualification as Apothecary, and produce testimonials as to employment during last five years and recent certificates of character and capabilities.

Applications will be received by the Secretary to Government, Selangor up to the 31st March, 1898.

IN THE MATTER OF THE TRADE MARKS ORDINANCES NOS. 16 OF 1873 AND 20 OF 1895,

AND

IN THE MATTER OF AN APPLICATION ON BEHALF OF STOLTERFORTH & HAGAN FOR LEAVE TO REGISTER A CERTAIN TRADE MARK.

NOTICE is hereby given that HERMANN STOLTERFORTH of Victoria in the Colony of Hongkong Sole member of the firm of STOLTERFORTH and HAGAN carrying on business at Victoria aforesaid and elsewhere as a Merchant and Commission Agent under the style of STOLTERFORTH and HAGAN has on the 27th day of August, 1897, applied to His Excellency the Governor of Hongkong for leave to register a certain TRADE MARK in the Register of TRADE MARKS in the office of the Colonial Secretary of the Colony of Hongkong in the name of STOLTERFORTH and HAGAN.

The said TRADE MARK has been or is intended to be used in respect of the following goods:—

1. Chemical substances of all sorts.
2. Medicines and drugs.
3. Raw or partly prepared vegetable, animal and mineral substances used in manufactures, photography or philosophical research, and anti-corrosives.
4. Unwrought and partly wrought metals.
5. Machinery of all kinds.
6. Musical instruments.
7. Horticultural instruments.
8. Instruments, apparatus and contrivances for surgical or curative purposes or in relation to health of men or animals.
9. Cutlery and edge tools.
10. Metal goods (including lamps, needles and umbrella frames).
11. Precious metals and jewellery and imitations of such goods and jewellery.
12. Manufactures from mineral and other substances for building or decoration.
13. Goods of any description manufactured from caoutchouc, India rubber or gutta percha.
14. Arms, ammunition and stores.
15. Silk piece goods.
16. Cloths and stuffs of wool, worsted or hair.
17. Woollen, worsted and hair goods of all kinds.
18. Articles of clothing.
19. Substances used as food or as ingredients in food (including butter, margarine and other substitutes for butter and preserves and marmalade).
20. Detergents, illuminating heating or lubricating oils, and starch blues and other preparations for laundry purposes.
21. Toilet articles, preparations for the teeth and hair and perfumed soap.
22. Games of all kinds; archery, fishing, tackle and toys.
23. Walking sticks, brushes and combs.
24. Skins, unwrought and wrought and articles made of leather.
25. Tobacco, whether manufactured or unmanufactured.

A Facsimile of the said trade mark can be seen on application at the office of the Colonial Secretary of the Colony of Hongkong or to the undersigned.

Dated the 30th day of October, 1897.

JOHNSON, STOKES & MASTER,  
Solicitors for  
Messrs STOLTERFORTH & HAGAN.

## "MELDRUM" FURNACES.

THESE FURNACES are specially adapted for coal dust, coke dust and fuels of an inferior quality, and by their use a great saving is effected generally. Smoke is reduced to a minimum and boiler power largely increased.

JARDINE MATHESON & Co.  
Agents for Hongkong and China.  
Hongkong, 19th January, 1898.

CARBOLINEUM-AVENARIUS  
USED FOR OVER 20 YEARS.  
With the Utmost Success.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot and Dampness.

Sole Agents for China,  
LUTGENS, EINSTAMANN & Co.  
Hongkong, 11th September, 1895.

## Auctions.

GOVERNMENT NOTIFICATION.  
No. 53.

THE following Particulars and Conditions of Sale of Crown Land by Public Auction, to be held on the spot, on

MONDAY,  
the 21st day of February, 1898, at 3 P.M., are published for general information.

By Command,  
J. H. STEWART LOCKHART,  
Colonial Secretary.

Colonial Secretary's Office,  
Hongkong, 5th February, 1898.

Particulars and Conditions of the letting by Public Auction Sale, to be held on Monday, the 21st day of February, 1898, at 3 P.M., by Order of His Excellency the Officer Administering the Government, of One Lot of CROWN LAND, in the Colony of Hongkong, for a term of 999 Years.

PARTICULARS OF THE LOT.

No. of Sale.	Locality.	Boundary Measurements.	Contents in Square Feet.	Annual Rent.	Upset Price.
1.	Inland Lot 1,495	Macdonnell Rd., between Kennedy and Bowen Rds.	120 110 115 115 145 160	120	1,735

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by

PUBLIC AUCTION,  
ON  
TUESDAY, the 22nd February, 1898,  
Commencing at 2.30 P.M.,  
at his Sales Rooms, No. 8a, QUEEN'S ROAD, CENTRAL.

(For Account of the Concerned.)

AN INVOICE OF  
RED and WHITE after dinner CLARET from the well known old firm of Messrs. ANDRIEU ET FILS of BORDEAUX.

Comprising—  
BAS MEDOE, CHATEAU BEL AIR,  
ST. EMELION, POMEROL, CHATEAU LAPITE and CHATEAU GRAND LAROSE of 1894.

CHATEAU BRANE LOVAC 1893.  
ST. JULIEN and ST. ESTEPHE 1892.  
CHATEAU LEVILLIE and MARGAUX 1890.

GRAVES, BARSAC, SAUTERNS and CHATEAU YQUEM of 1894.  
CEROUX 1893, CHATEAU RUBAUT 1892.  
CHATEAU LE TOUR BLANCHE and CHATEAU VIGNEAU of 1891.

Catalogues will be issued.  
Terms of Sale—As Customary.  
V. I. REMEDIOS,  
Hongkong, 17th February, 1898.

## Shipping.

## STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW. THE Company's Steamship

"HAITIAN,"  
Captain Roach, will be despatched for the above Ports TO-MORROW, the 20th instant, at Daylight.

For Freight or Passage, apply to  
DOUGLAS LARAIK & Co.,  
General Managers.  
Hongkong, 19th February, 1898.

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL. THE Company's Steamship

"DIOMED,"  
Captain Brille, will be despatched as above on MONDAY, the 21st instant, at 4 P.M.

For Freight, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 17th February, 1898.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT).

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, KURACHI, ADEN, MASSANA, SUEZ, PORT SAID, BRINDISI, VENICE, FIUME, AND TRIESTE.

(Taking Cargo at through rates to CALCUTTA, MADRAS, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, ADRIATIC, and SOUTH AFRICAN PORTS.)

THE Company's Steamship

"AMPHITRITE,"  
Captain G. Costantini, will be despatched as above on TUESDAY, the 22nd instant, A.M.

Cargo will not be received on board after 3 P.M. prior to date of sailing.

For further information as to Passage and Freight, apply to  
SANDER & Co.  
Agents.  
Hongkong, 16th February, 1898.

FOR SINGAPORE, PENANG AND CALCUTTA. THE Company's Steamship

"ARRATON APCAR,"  
Captain K. H. Sander, will be despatched for the above Ports on TUESDAY, the 22nd instant, at 3 P.M.

For Freight or Passage, apply to  
DAVID SASSOON, SONS & Co.,  
Agents.  
Hongkong, 17th February, 1898.

"GLEN" LINE OF STEAM PACKETS.

FOR SINGAPORE. THE Steamship

"GLENESK,"  
Captain T. Danke, will be despatched as above on WEDNESDAY, the 23rd instant, at 4 P.M.

For Freight or Passage, apply to  
JARDINE, MATHESON & Co.,  
Agents.  
Hongkong, 18th February, 1898.

"MOGUL" LINE OF STEAMERS.

FOR SHANGHAI, KOBE AND YOKOHAMA. THE Steamship

"LENNOX,"  
Captain Williamson, will be despatched as above on or about WEDNESDAY, the 23rd instant.

For Freight or Passage, apply to  
DODWELL, CARLILL & Co.,  
Agents.  
Hongkong, 16th February, 1898.

FOR NEW YORK, VIA SUEZ CANAL. THE Steamship

"LYDERHORN,"  
Captain Hammerus, will be despatched as above on or about the 25th instant.

To be followed by the  
S.S. "ORWELL" on or about the 28th February.

For Freight, &c., apply to  
SHEWAN, TOMES & Co.  
Agents.  
Hongkong, 16th February, 1898.

MOGUL-WARRACK-MILBURN LINE.

FOR NEW YORK, VIA SUEZ CANAL. THE Steamship

"GHAEZE,"  
Captain Bailey, will be despatched as above on or about the 28th February.

S.S. "PATHAN" ..... about 20th March.  
S.S. "LENNOX" ..... 10th April.  
S.S. "ENERGIA" ..... 30th April.

For Freight or Passage, apply to  
DODWELL, CARLILL & Co.,  
Agents.  
Hongkong, 1st February, 1898.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, &amp;c.)

THE Steamship

"AIRLIE,"  
Captain Ellis, will be despatched for the above Ports on SATURDAY, the 5th March, at Daylight.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A duly qualified Surgeon is carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to  
GIBB, LIVINGSTON & Co.,  
Agents.  
Hongkong, 18th February, 1898.

## Shipping.

## STEAMERS.

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR STRAITS, CEYLON, MEDITERRANEAN PORTS, ANTWERP, BREMEN AND HAMBURG. THE Company's Steamship

"CREVELD,"  
will be despatched as above on or about the 15th March.

For Freight or Passage, apply to  
MILCHERS & Co.,  
Agents.  
Hongkong, 15th February, 1898.

## Entertainment.

THEATRE ROYAL CITY HALL.

By kind Permission of Captain the Hon. HERBERT LAMBTON, THE DRAMATIC COMPANY

H.M.S. "POWERFUL" Will give a Performance On WEDNESDAY, 23rd February. Commencing at 9.15 p.m.

VARIETY ENTERTAINMENT. Concluding with the GRAND REALISTIC TABLEAU SONS OF THE OCEAN.

The whole to conclude with the Laughable Farce, "BORROWED PLUMES."

THE SPLENDID STRING BAND Will play selections during the Performance.

PRICES OF ADMISSION: Received Seats \$1.00, Stalls \$1.50, Back Seats 50.

Soldiers and Sailors half-price except to the Back Seats.

Seats may be booked at the Robinson's Piano Co.'s Saloon, Hongkong, 15th February, 1898.

## Mails.

NORTHERN PACIFIC STEAMSHIP COMPANY.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C., AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

"Victoria" 3,167 J. J. Truebridge ... Feb. 22.  
"Olympia" 1,691 T. H. Dobson ... Mar. 8.  
"Columbia" 2,505 A. G. ... April 5.  
"Tacoma" 2,549 A. Dixon ... April 26.

\* Calling at AMOY—Not Calling at SHANGHAI.

ALSO FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.

"Braemar" 3,501 E. Porter ... Mar. 15.  
"Mogul" 3,554 W. H. Wright ... Mar. 29.  
"Argyll" 3,997 W. Ward ... May 3.

THE attention of Passengers is directed to the very cheap rates offered by this Line.

Excellent accommodation. First-class Table, DOCTOR AND STEWARDNESS carried.

HONGKONG TO NEW YORK 441.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS.

The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA 428.

Rates of Passage to other Ports on application. Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information apply to DODWELL, CARLILL &amp; Co., General Agents.

Hongkong, 15th February, 1898.

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS: ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

Sachsen ..... Tuesday | 1st March.  
Bayern ..... Wednesday | 30th March.  
Prins Heinrich ..... Wednesday | 29th April.  
Preussen ..... Wednesday | 20th May.  
Sachsen ..... Wednesday | 22nd June.  
Bayern ..... Wednesday | 20th July.  
Prins Heinrich ..... Wednesday | 17th Aug.  
Darmstadt ..... Wednesday | 14th Sept.  
Preussen ..... Wednesday | 12th Oct.  
Sachsen ..... Wednesday | 9th Nov.  
Bayern ..... Wednesday | 7th Dec.  
Prins Heinrich ..... Wednesday | 4th Jan. '99.

ON TUESDAY, the 1st day of March, 1898, at 9 A.M., the Company's Steamship "SACHSEN," Captain H. Supper, with MALES, PASSENGERS, SPECIE and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON on SATURDAY, the 26th instant. Cargo and Specie will be received on board until 5 P.M. on MONDAY the 28th instant, and Parcels will be received at the Agency's Office until NOON on MONDAY, the 28th inst. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

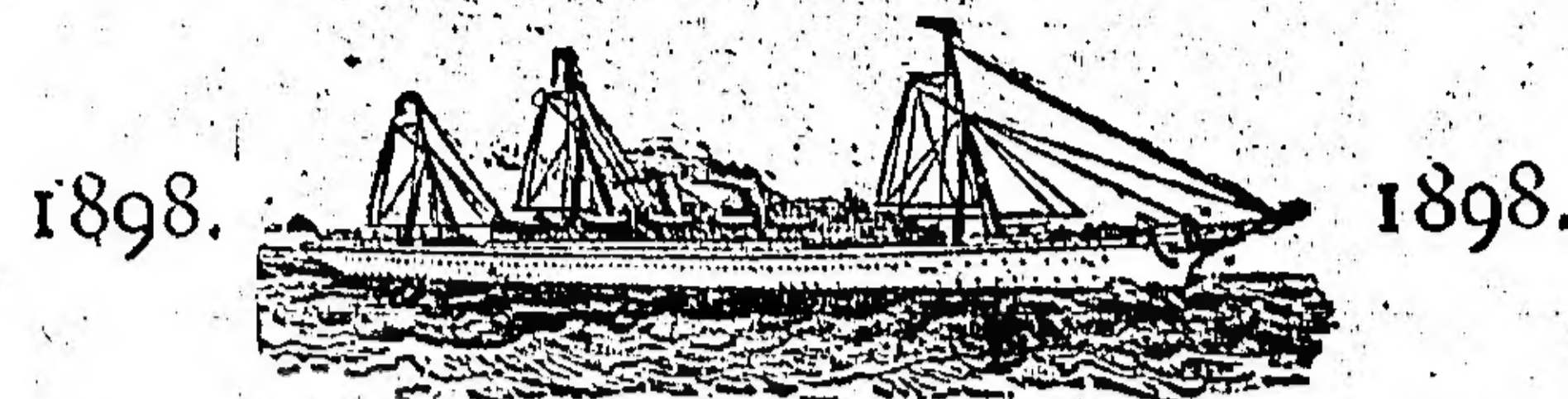
The Steamer has splendid Accommodation and carries a Doctor and a Stewardess. Lined can be washed on board.

For further Particulars, apply to MILCHERS &amp; Co., Agents.

Hongkong, 2nd February, 1898.

## Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—5,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R.....WEDNESDAY, 16th Mar., 1898.

EMPRESS OF CHINA...Comdr. H. Pybus, R.N.R.....WEDNESDAY, 6th April, 1898.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R.....WEDNESDAY,

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific Journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS and the CANADIAN PACIFIC RAILWAY, which leaves daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &amp;c., apply to

D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 19th January, 1898.

OCCIDENTAL &amp; ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Belgic (via Amoy, Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ..... Tuesday, 22nd Feb., at Noon.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ..... Saturday, 13th March, at Noon.

Gaule (via Shanghai, Nagasaki, Kobe, Inland Sea and Yokohama) ..... Thursday, 31st March, at Noon.

THE Company's Steamship

"BELGIC" will be despatched for SAN FRANCISCO, via AMOY, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA &amp; HONOLULU on TUESDAY, the 22nd February, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY, on payment of \$4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office in San Francisco, addressed to the Collector of Customs at San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 15th February, 1898.

F. BLACKHEAD &amp; CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG. SOAP MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAHTTEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIHLERS PATENT MOTOR LAUNCHES, &amp;c.

Sole Agents for FERGUSON'S SPECIAL CREAM and P. &amp; O. SPECIAL LIQUOR SCOTCH WHISKY, &amp;c.